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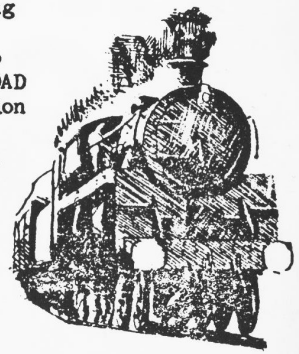

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ON THE COVER

In this photo by Gene Hines, the northbound COAST STARLIGHT on Feb 18 is descending the Cascade Mountains of Oregon. The train was composed of engines 284 and 287 and cars 1246, 39915, 31013, 34073, 33016, 38019 and 32000. Sleeping car 32067 was removed at Oakland due to a mechanical problem.

Dear Paul,
LAX was fogged in again so
guess how I got back to SF!
Left LA at 8:25 pm. Had
a few drinks and a steak in the
club car. Then went back to
my room and slept like a baby
It's great! You might try to
fit for that B&M meeting in
Oakland next week. Cheers, J.F.
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AMERICA'S GETTING INTO TRAINING

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AMTRAK FORMS CORPORATION TO BUILD BULLET TRAIN LINE IN CALIFORNIA

The following is the complete text of a press release dated Mar 31 from the American High Speed Rail Corporation:

"New York, March 31--Plans for the establishment of a high speed rail service in the U.S.--specifically a "bullet" train route in the Los Angeles-San Diego corridor--were announced today (Wednesday, March 31) by a group of private investors who have formed, in cooperation with Amtrak (National Railroad Passenger Corporation), the American High-Speed Rail Corporation.

"The route selection was based upon engineering and feasibility studies of California sites. Also being considered for future development are routes in Florida, in Texas, and one of several possible routes out of Chicago.

"The new corporation has selected Lawrence D. Gilson, Vice President of Corporate Development at Amtrak, as president. He made the announcement of the new enterprise at a press conference in New York in company with Alan S. Boyd, chairman and president of Amtrak, who is also chairman of the newly created Board of Directors of American High-Speed Rail Corporation.

"Other principals in the new rail corporation are Richard Duchossois, Chairman of the Board of the Thrall Car Manufacturing Company; William C. MacMillen, New York investment banker, and William J. Quinn, former Chairman of the Board and Chief Executive Officer of the Milwaukee Railroad. They also serve as members of the Board of Directors of the new company.

"This development may be among the most significant in a nation that is overflowing its highways and air lanes while at the same time congesting and taxing the residential potentials of its cities. It is long overdue," said Mr. Boyd.

American High Speed Rail Corporation

"Mr. Gilson said that the superspeed trains--cruising at a speed of 160mph--would make the express run between Los Angeles and San Diego in 59 minutes. Semi-express trains will serve intermediate stops. Trains making all intermediate stops would make the complete run in 90 minutes. Preliminary plans call for departures at half-hour intervals throughout the day and evening, with shorter headways in rush periods.

"This can be compared with current express rail times of 2 hours and 40 minutes, and auto driving time ranges from 2½ hours upward.

"Bullet trains have been operated in Japan since 1964 and in France since 1981. Their average speeds have been ranging from 80 to 170mph.

"The Japanese train running between Tokyo and Osaka has proven profitable and the French system has been so successful in attracting new riders that an additional route has just been announced. American High Speed plans to use Japanese-designed equipment for the California service which has been proven in service for more than 18 years, Mr. Gilson said.

"The funding of the market feasibility studies was provided by a loan from Amtrak, which will retain certain contractual and statutory rights and will enter into commercial arrangements with the new company to provide certain services. Such services may include use of reservations systems, passenger stations, and procurement of supplies and equipment.

"The preliminary engineering studies were carried out by the Japanese Railway Technology Corporation, an affiliate of the Japanese National Railways. Mr. Gilson stressed that the lead engineering and architectural firms would be American and that the Japanese technology group will provide technical assistance.

"Mr. Boyd said that 'by making a loan to American High-Speed Rail Corporation, to help in the conduct of feasibility studies regarding the introduction of high-speed passenger service to America, Amtrak is benefiting itself. We at Amtrak are firmly convinced that the successful introduction of high-speed passenger service to the U.S. will result in such favorable public reaction that a new awareness of the availability and attractiveness of modern rail service will benefit all passenger carriers.'"

Mr. Boyd said that both Amtrak and American High-Speed Rail will share the results of engineering, marketing, and other relevant feasibility studies. Where Amtrak has exclusive rights, American High-Speed will be granted route rights and Amtrak will benefit commercially from the exploitation of such grants.

Mr. Gilson revealed at the press conference that plans for the final financing were presently under way. A syndicate to handle an offering will be formed and will include both domestic and foreign banks and investment houses, he added. He said that the total financing package would approximate $2 billion, a quarter of which is expected to come from Japanese sources and the remainder from the U.S. and elsewhere. Mr. Gilson forecast that more than $1.5 billion would be spent in the U.S. for construction material, equipment and labor.

"'The formation of American High-Speed Rail Corporation marks the first major return of private capital to the rail passenger industry,' Mr. Gilson said. 'It is significant because high-speed rail service is a giant step forward in the solution of modern day transportation problems. The energy consumption levels combined with the overcrowding and safety problems of both highways and air lanes create a new reason, as well as a new market, for efficient high speed travel

modes,' he said.

"'Our preliminary studies show that as many as 12 million passengers a year would use the new high-speed service being planned for the San Diego-Los Angeles run. This represents about 30% of the total auto, rail and air traffic using the corridor today.

"'The railroad was a key factor in the expansion of America's industrial and residential frontiers. Today high-speed rail service can serve a broad cross-section of the traveling public. It will provide the most efficient way for business people, tourists and inter-urban commuters to move to and from central city locations,' he said.

"'This will be the quickest, safest and most comfortable mode of travel for this distance,' he said. 'In busy corridors this can be a profitable undertaking and relieve the burden of transit subsidy now borne by the nation, states, cities and counties.'" (End of press release.)

At the press conference, Mr. Gilson said that test runs are planned to begin in about 1985 with regular service starting about 1988. Fare for the run will be the same as air fare--about $35 now. Elevated tracks will be built in the median of the San Diego Freeway for most of the route. Japanese financier Ryoichi Sasagawa will provide a $5 million grant for further studies. Wall Street analysts called the financial plan far-fetched, and the Wall Street Journal didn't even mention the announcement.

Light Rail: Commuters' Hope

A STREETCAR LINE FOR CALIFORNIA'S CAPITAL

By Doug Dempster
Bee Staff Writer

It's 1985. You've been driving downtown to work for years, but the cost keeps rising. It's been a long time since gasoline was 33.9 cents a gallon and state employee parking cost $9 a month. Parking at any price is scarcer than ever.

Now they've finished this new-fangled light-rail system. If you live in the north, you can drive and park free at several stops. The outermost, at Watt Avenue and Interstate 880, offers a prime example of changing transportation priorities. Ramps to the once-proposed I-80 Bypass, a freeway that was never built, constitute one of the world's largest park-and-ride lots — room for 2,000 cars. Or you can reach the rail by taking a shuttle bus from your neighborhood.

The sleek string of trolley cars is powered by electricity fed through overhead wires. Once you're aboard, the cars accelerate quickly to 55 miles an hour. Over on I-80, there's the usual stop-and-start, bump-and-grind rush hour malaise. After passing Haggin Oaks golf links on the right and an industrial park on the left, transit stops are about a mile apart. The train quickly fills with passengers. It's standing room only.

A bit north of Marconi Avenue, you join the Southern Pacific mainline. It parallels light rail on the left for a couple of miles. On the right is a mix of homes and small industrial plants.

The ride is smooth and quiet compared to buses, old-time streetcars, even modern Amtrak coaches. Rails are continuously welded, eliminating the clackety-clack. Interiors are a cross between a bus and a BART car — roomier than a bus but not as fancy as Bay Area Rapid Transit trains.

An RT bus can seat 45 to 49 persons; with standees, it holds up to about 70. A rail car will seat about 84 and can hold up to 200, including standees. At rush hour trains will consist of up to four cars.

The pace slows near Arden Way. The rail veers right and wanders through the new office buildings north of the main Post Office on Royal Oaks Drive. Near the Lumberjack store, it joins an old Western Pacific track on the south side of Arden Way. It skirts the beautiful Woodlake area of North Sacramento. Then it emerges on four-lane Del Paso Boulevard, a typical strip-zoned commercial street out of the '40s or '50s. There two tracks — one of several passing areas for trains — share the center lanes with auto traffic.

From the lower end of Del Paso, the train sneaks onto Highway 160, hugging the inbound center lane across the American River. It follows 12th, K, Seventh and O streets, passing slowly through the heart of downtown's business-government complex.

"Will Sacramento's one-person-to-a-car syndrome bow to the fact that population growth is inevitable but space for cars is limited?"

The east area leg is straighter. As on the north leg, there are several park-and-ride lots from the Butterfield Way terminal, near Bradshaw, going toward town.

Most of the way in, the trolley squeezes between the little-used SP Placerville branch line tracks on the left and Folsom Boulevard on the right, with subdivisions just beyond. Near the Howe Avenue-Power Inn Road junction, the route separates from Folsom, but continues along the branch SP line most of the way. The trolley passes an industrial area and SMUD headquarters on the left and the East Sacramento neighborhood on the right. Downtown, the two trolley sections join through the state buildings area.

The estimated elapsed time: 25 minutes from Butterfield to Capitol Mall; 20 minutes from Watt and I-880 to the same spot.

Too good to be true? Maybe. It depends on how well the details are worked out; whether riders accept light rail; whether car drivers accept occasional bottlenecks; whether cars and pedestrians stay out of the way of trains; and whether the funding comes through as proposed.

In part, it will be a question of maturity. Will Sacramento's one-person-to-a-car syndrome bow to the fact that population growth is inevitable but space for cars is limited?

A key issue will be acceptability. Many Regional Transit bus riders now get inexpensive, personalized service via express buses that originate in their neighborhoods and take them directly downtown.

With light rail, shuttle buses will go from neighborhoods to the nearest stop on the rail line. Then commuters will have to wait for a train and compete with everybody else for seats.

Some riders who haven't had to transfer before may find it isn't worth the trouble. To ease the pain and shorten the wait, rail and RT planners will schedule buses to arrive a few minutes before each train. The reverse would be true on outbound trips, with buses poised to scatter to neighborhoods right after a train unloads.

John Schumann, executive director of the Sacramento Transit Development Agency, has warned, however, that trains won't wait if a bus is late. Trains must stay on schedule because of limited double-track passing sections. A train missing its "pass" could throw off the schedule for hours. During most of the 6-a.m.-to-midnight operating hours, the next train would come by in 15 minutes.

Rail planners believe that even if some present riders drop out, many more will replace them. The novelty and relative comfort of rail is expected to attract riders who wouldn't consider bus travel.

Commuters crowded out of downtown parking can leave a car free at an outlying lot and take the train. They will save expenses but still have the convenience of cars to do errands on the way home. But in the larger lots, they'll have to figure on spending time walking between their cars and the rail stop.

There has been criticism that the trains won't run where the need is perceived to be greatest — areas such as Arden-Arcade, Carmichael, Citrus Heights, Fair Oaks, Orangevale and Rancho Cordova.

The chosen route mostly follows existing or abandoned rail lines. Adverse effects on auto traffic and adjoining neighborhoods will be much less than if the rail line was routed on major, northeast area streets. Only three or four buildings will be needed for the line. They already are owned by the state and leased to businesses. They were bought for the canceled I-80 Bypass.

Also, the north leg splits cleanly through the northeast area — with Hagginwood, Del Paso Heights and North Highlands on the north and Arden-Arcade and Carmichael on the south. Although there is probably more population south of the line than to the north, county planners and developers see North Highlands as a major growth area.

Some skeptics complain that the initial route doesn't go far enough — stopping at Watt on the north leg and only a mile or so beyond Watt on the east leg.

But no one expects those to be ultimate termination points. You have to start somewhere, and the $124.8 million identified for the project will only go so far. Running light rail into areas like Arden-Arcade, which might require expensive and controversial relocation of homes and businesses, rather than using corridors already available, could mean building only six to 10 miles of rail rather than the 18.3 miles planned initially, Schumann says.

There is evidence in other medium-sized cities to suggest that once Sacramentans get a taste of rail, they'll want more. Additions are being considered in San Diego and Calgary, Canada, which opened rail systems last year.

Rail planners believe that as part of the initial project, it may be possible to extend the east leg two miles to Mather Field Road, undercutting arguments that line won't go far enough.

(continued on page 19)

RAIL CANADA

THE SUPER CONTINENTAL will not be restored, even for the summer--no chance, says VIA; it must obey an order-in-council. Only external pressure on the cabinet could change it (letters to Trudeau, Pepin, and members of parliament). The CANADIAN will be lengthened to 20 cars this summer; two sleepers running Calgary-Vancouver will be added (this consist will be from Jun 1-Sep 14 inclusive, with the Calgary sleepers starting Jun 15.

VIA'S INTERNAL MORALE is now bad, according to reports, since the Nov 15 cutbacks. A Western regional employee publication starts in April to help improve morale.

SIXTY MORE LRCS--10 locos and 50 coaches--are expected to be ordered shortly. VIA states that some of the equipment will go to the West and the Maritimes. There is a possible option of 50 more coaches, with locomotive power presently in doubt. VIA's first objective on the transcontinental service is to get more engines, but an order is still months away and nothing will be available for next winter. The plan is to obtain off-the-shelf power, and present rolling stock will then be used with steam generator cars. And VIA is now thinking of bi-level cars (like Superliners) for transcontinental service.

EDMONTON-RED DEER-CALGARY project now has a manager--Murray Brown. Phase I will be implemented in October with the extension to the downtown station in Edmonton, and a third train. Equipment will be upgraded with food and beverage service. The ridership on the inter-city Prairie trains that replaced the SUPER CONTINENTAL continues to be poor--about 18 psgrs a day. Edmonton-Saskatoon varies from 8 to 75, with average about 25. Winnipeg-Regina gets about 23. Some fare incentives were adopted Mar 15. The Kamloops-Penticton bus has been discontinued.

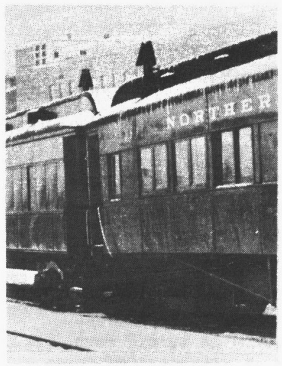


PHOTO AT LEFT is of equipment for Northern Alberta Railway's "Muskeg Mixed" to Fort MacMurray, stored in the Edmonton station. Train leaves from an outlying freight yard, requiring deadhead charges. Schedule has been removed from the Official Guide. Photo by Bob Rynerson.

VIA RAIL INDICATES (semi-officially) to newpapers and to Transport 2000 that use of the spectacular High Level Bridge to reach the downtown Edmonton CN Tower Station will begin next October.

A TOP EXECUTIVE of VIA may soon resign, say insiders, possibly frustrated by the lack of progress in the physical renewal of the company's plant.

QUEBEC CITY GOVERNMENT under Mayor Pelletier hasn't given up on its objective of an intermodal station at Palais, even tho the federal government seems unlikely to invest the $15 million required for the double-tracking and signalling of the CN from Allenby to the site.

CANADIAN PACIFIC MANAGEMENT has temporarily set aside its threat to abandon its commuter train service between Montreal and the West Island, on the Rigaud line. The decision was announced in La Presse on Mar 19 because the negotiations with the Montreal Urban Community and the Government of Quebec permit it. The service was to have ended Apr 1.

CITY OF MONTREAL signed a contract with two French consultants to study a proposed high-speed rail service between Mirabel Airport, Montreal and New York. The report is due in Apr 15, and should be publicized by May 1. The study will cover costs of new and/or upgraded track and electrification and the number of (probably) TGV trains required.

FEDERAL TRANSPORT MINISTRY had given its supporter, the Irving-owned SMT bus company in New Brunswick, $1 million in a deal related to recent VIA cutbacks.

SMT received four new buses and a new St. John terminal, in 1977. Now (Feb 1982) MOT has given SMT another $1 million for a new $350,000 terminal in Edmundston, N.B., and four more new buses. In return, the Edmundston-Fredericton-Moncton service will be slightly improved.

CANADIAN NATIONAL RAILWAY has appointed a new President and Chief Executive Officer. He is Mr. R. E. Lawless, who succeeds Mr. Robert Bandeen. Lawless joined the CN in 1941. He has been President of CN's Rail Division since 1980.

OTTAWA RAIL PASSENGERS have a good chance of riding LRCs by the end of April, said Daniel Rosseel, VIA's Quebec Public Relations Director on Mar 26. He said an LRC line is also foreseen between Quebec and Montreal. Four LRCs daily now operate daily on the Montreal-Toronto route.

URBAN-SUBURBAN TRANSIT

NEW ORLEANS AREA officials will seek federal funds to study a possible rail transit connection between New Orleans International Airport and downtown New Orleans.

CONTROVERSIAL WESTWAY FREEWAY in New York City, which environmentalists and rail supporters have long opposed, was dealt two blows around the end of March: a Federal District judge ruled that a proposed landfill could not be done without completing an environmental impact study, a move that could delay the project a year; and the State Legislature voted budget restrictions on the freeway project. Gov. Carey said he might veto the Legislature's bill.

A WILDCAT STRIKE by 350 Burlington Northern train dispatchers Apr 5 disrupted rail commuting in Chicago. Only 11 of 24 morning commuter runs operated, manned by supervisory personnel. CNW workers also struck at about the same time. There were 70,000 more autos than usual in Chicago as a result, and a massive traffic tieup ensued, made all the worse by a late 9-inch snowfall in the afternoon. Court orders brought the workers quickly back on the two railroads, and normal commuter service ran for the evening rush hours, but commuters were already stuck with their autos. (Altho the strike was a systemwide one, Amtrak operations were not affected.)

THE SUPREME COURT ruled in late March that Long Island Rail Road workers have the right to strike. The court ruled that the terms of the national Railway Labor Act cover them. New York's MTA's contract with union workers expired Mar 31, but no strike will occur because of state legislation requiring binding arbitration.

VANCOUVER, BRITISH COLUMBIA had a ground-breaking ceremony Mar 1 for the start of construction of a 22-km automated light rail line between Vancouver and New Westminster. The federal government agreed to finance $60 million of the $650 million project, but stated that requests for more funds would be turned down. (Federal funding for a highway would have been 90%, or for an airport 100%, notes consumer group Transport 2000, who also felt that a simpler light rail line like San Diego's or Edmonton's would have been more efficient and appropriate.)

EDMONTON TRANSIT OPERATORS, on strike since Feb, in late Mar signed a memorandum of agreement with the city to end the strike, accepting wage parity with Calgary, and use of part-time operators. Strike did not seriously delay construction on Jasper Avenue LRT Extension or trolley coach overhead renewal and extensions.

SAN FRANCISCO MUNI Railway fares went up Apr 1. Regular streetcar/bus fare is 60¢, cable car fare $1. (Transfer tickets from BART can be used, but 40¢ must be added to transfer to cable cars.) Golden Gate Transit fare increases of 10-15% are being discussed, after the transit district adopted on Mar 26 a new $45.5 million budget for 1982-83.

DALLAS RAIL TRANSIT line proposal was announced by business leaders Mar 25. It (presumably a light rail line) would be 23.4 miles long, running from the airport to downtown Dallas and east to the Fair Park area. County voters must okay taxes for the $357 million project next year.

THE PANIC BOX

The following is a summary of major unusual occurrences on the Amtrak system during the first two weeks of February (Feb 1-13):

(NOTE: Number in parentheses following train no. is date train left city of origin)

WEATHER-CAUSED SERVICE DISRUPTIONS

DATE	TRAIN DETAILS
1-31	EAGLE: Track washout 37 miles north of Poplar Bluff MO; train 22(29) 14hrs, 58mins late Little Rock, detoured Little Rock-Memphis via Bald Knob on Mo-Pac, Memphis-Chicago via ICG Bluford subdivision, missing all stops Little Rock-Chicago. 108 psgrs housed overnight in Little Rock. Train 21(31) 17 hrs, 34mins late leaving St. Louis. An extra #22(29) ran St. Louis-Chicago. #341(1) annulled St. Louis-Kansas City due to no equipment available. No. 304(1) left Kansas City 210 mins late. Lines reopened Feb 1.
2-1	BEAR MOUNTAIN #71 annulled and ran as 2nd section of #73 to accommodate 190 air passengers whose flight was cancelled LaGuardia-Syracuse due to heavy fog at Syracuse. Psgrs for #71 used #65.
2-5	SAN FRANCISCO ZEPHYR: UP had 40mph limit Denver-Ogden due to extreme cold. #6(4) delayed 257", #5(4) 4hrs. #5(4) delayed 125" Hastings-Denver due to BN weather-caused speed limits. 19 psgrs from 5(4) missed PIONEER connection and were housed at Ogden and given free meals. Free dinner given on 5(4) which arrived Oakland 6hrs, 33mins late.
2-7	NIAGARA RAINBOW: 1hr late between Niag. Falls & Buffalo; frozen switches.
2-10	SHAWNEE #391 broke apart 3 times between Homewood & Mattoon IL due to ice & snow in knuckle of one car, delayed 188", #392 delayed 138".

DERAILMENTS AND OTHER ACCIDENTS

DATE	TRAIN AFFECTED	DELAY	LOCATION & DETAILS
2-1	#183, leaving Philadelphia station, derailed engine 904 & cars 21089, 20012. Delayed 19 trains; no injuries; caused by deteriorated ties.		
2-1	LAKE SHORE #49(31)	2 hrs	due to Conrail freight derail at Delta OH.
2-1	CITY OF NEW ORLEANS #58(31)	15"	hit tree on track just south of Carbondale IL, damaged engine 256.
2-1	EMPIRE BUILDER #7(1) & #8(31)	72" each	detouring Midway-Fargo, missing St. Cloud, Staples & Detroit Lakes due to BN freight derail at milepost 207. #7(2) & 8(1) delayed 67" & 95" due to BN freight congestion.
2-2	#176(2),	92"	North Philadelphia; Conrail local #526 had tree limb in pantograph. #60(2) delayed 19", 8 CR locals delayed 9-100".
2-2	#5(2)	2hrs	due to BN freight derail between Ft. Morgan and Denver.
2-3	#5(3) & 6(2)		detoured on CNW Chicago-Omaha when BN freight derailed 14cars incl 2 hazardous cars at Creston IA; delays 2-3hrs.
2-3	WOLVERINE #350,	74"	when River Branch bridge wouldn't lock. Same train hit car at private crossing 6miles east of Kalamazoo; driver killed; 1hr delay.
2-4	EAGLE: #21(4)		detoured on Cotton Belt via Big Sandy, missing Marshall & Longview when MoPac freight hit a KCS freight at interlocking 2.4 miles south of Texarkana; delay 2hrs.
2-4	CARDINAL: #51(3),		with engine 387 & 6 cars, hit auto abandoned in snow at Hoover IN; no injuries; 45" delay.
2-4	ANN RUTLEDGE #304 (engine 297 & 4 cars)		hit car stuck on crossing at St Louis; no injuries; 28" delay.
2-4	SOUTHWEST LTD #3(4) (engines 251 & 356, 9 cars)		hit by car on lead engine; car couldn't stop due to icy pavement, 17mis west of Joliet; on injury; 55".
2-5	DESERT WIND #35(3)		derailed engines 231 & 246 200 yards north of Salt Lake station at 3mph; no injuries; 2:07 delay; left 6:37 late.

2-6 SAN DIEGAN #581 hit auto at E. Los Angeles, 7mis from station, killing all 5 occupants; engine 239 (pulling 5 cars) damaged extensively, train terminated & psgrs bused back to station. #584 delayed 82".
2-6 SUNSET #1(5) delayed 125" San Antonio-Sanderson, due to 4 broken rails.
2-6 EMPIRE BUILDER #8(4), engine 357 & 219, 8 cars, hit car at crossing at Franksville WI, killing occupant; 55". #7(6) delayed 40".
2-7 CRESCENT #19(6) delayed 155" at Thicketty SC behind SR freight with knuckle failure, then freight stalled.
2-7 EMPIRE BLDR #8(5) 165" when Milwaukee Road freight derailed 16 cars 6mis south of LaCrosse WI; makeup section of train ran Milwaukee-Chicago on time.
2-7 PIONEER 25 & 26(7) about 4hrs each, UP freight derail one car between Cache Junction and Pocatello ID.
2-7 ILLINI #382(7) hit car at Savoy IL; no injuries; 20" delay.
2-8 MONTREALER #60(8) terminated Springfield & 61(8) annulled at Montreal after B&M freight derailed 1½ miles north of Brattleboro VT.
2-8 BLUE WATER #364 terminated Durand MI when GTW freight derailed between Flint and Durand; #365(9) originated at Durand.
2-8 CITY OF NEW ORLEANS #58(7) derailed last 5 cars at Kinmundy IL (cars 4622, 21885, 21883, 20006, 21210); 10 injuries (1 hospitalized); engine 303 and first 4 cars continued on with 173 coach and 7 sleeper psgrs; time 4:50am.
2-8 WOLVERINE #350 hit a "bob cat" at crossing, driver killed; 45"; engine 300.
2-8 STARLIGHT #14(7) hit apparent suicide at Woodburn OR; 46" delay.
2-8 STATE HOUSE #300; tractor-trailer jacknifed, blocked tracks in St Louis; 300 backed and ran via Muni bridge, leaving St Louis 1hr late.
2-9 STARLIGHT #11 & 14(9) delayed about 1hr when SP freight derailed 14 cars at Conant CA between Dunsmuir & Redding; #11 terminated Dunsmuir, #14 term Redding; bused between trainsets; 133 psgrs on 11, 125 on 14.
2-10 Two Conrail freights collided at View Tower, 14mis west of Harrisburg PA at 1:25am; trains delayed: 40(9), 41, 47, 46, 38 (10), 25-69mins.
2-10 MONTREALER #61(9) (engine 350, 9 cars) hit pickup truck abandoned by driver, who was arrested and charged with drunken driving; 18mins delay.
2-10 ANN RUTLEDGE #303 hit by pickup truck 2:50pm; location unknown; no injuries.
2-10 EMPIRE STATE EXPRESS #73 (Turbo) hit auto at Oriskany NY; no injuries.
2-11 LAKE SHORE #49(10) delayed 51" after Conrail freight lost load of timber and a second freight derailed on it, at Brimfield IN.
2-11 SOUTHWEST LTD #4(9) engines 293 & 314 derailed & car 1208 derailed 3 pairs of wheels at Bridgeport IL, 4miles SW of Chicago; 7 rear cars pulled into Chicago by ICG freight engine, after 124" delay; no injuries; car 1213 left behind with others. Delays also to 48, 354, 3(11), 21(11), and 304.
2-11 Metroliner 612 (consist 880, 824, 868, 806, 884, 828) derailed rear 3 cars arriving Philadelphia station; no injuries; passengers transferred to #831 to Suburban Station.
2-12 EAGLE #22(9) hit trespasser at Ballard IL; 50" delay.
2-12 SILVER STAR #81(12) leaving Raleigh NC station, hit taxicab with one passenger; no injuries; 15" delay.
2-12 #185 broke apart between first & second cars (21174 & 21054) after hitting debris; 62" delay.
2-13 SOUTHWEST LTD #4(12) detoured on ATSF Second District Emporia-Kansas City with minor delay after ATSF freight derailed 10mis east of Lawrence KS.
2-13 EMPIRE BUILDER #9(13) (units 332, 330, 4 cars) hit pickup truck at Hwy 1, 4mis west of Grasston MN; no injuries; 10" delay.
2-14 MONTREALER #60(13) derailed at Smith Ferry MA (full report in RTN 239).

DELAYS DUE TO EQUIPMENT BREAKDOWNS & MISCELLANEOUS CAUSES

DATE TRAIN TIME & LOCATION DELAY DETAILS

2-1 412(1) Hartford CT; 90mins; SPV #999 engines won't take power; CR 8525 added.
2-1 88(1) North Dunn NC; 74mins; behind SCL freight with knuckle failure.

2-1 7(1) Chicago; 75mins; engine 226 bad-ordered, substitute 302.
2-1 381(1) Chicago; 85"; late equipment from #380.
2-1 59(1) Chicago; 54"; engine 372 bad-ordered; substitute 335.
2-1 40(1) Chicago; 132"; car 2890 flooded, substitute 2461.
2-1 380(1)Detroit; 106"; late arrival of 381(31).
2-1 1(1) New Orleans; 75"; late arrival of 59.
2-2 48(2) Chicago; 98"; car mechanical problems.
2-2 94(2); Newport News; 110" late leaving.
2-3 14(3) Santa Barbara, 85"; remove slpr 32004, fire in battery box.
2-3 14(2) Portland; remove diner 38036, mech. problems; 11(4) will use diner from 25(1).
2-4 69(4) Albany NY, 66", mechanical problems.
2-4 331(4) lv Chicago 70" late, engine 358 bad-ordered, 323 substituted.
2-4 59(4) 83" late lv Chicago, equipment problems.
2-4 152(4) 85", 14mis east of New Haven, LRC 39 overheated; unit 208 rescued it.
2-4 3(3), engines 293 & 285, 9 cars; stalled on Raton Pass at Morley CO; partial power restored, ATSF 4015 added Las Vegas NM-Los Angeles; 142" delay.
2-5 61(4) engine 964 (& 9 cars) died at Dock, north of Newark; 100" delay.
2-5 95(5) & 168(5) delay 23" & 62" due to Conrail local 1218 with tree in panto-

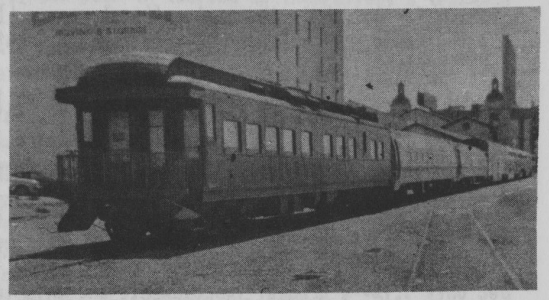
The DESERT WIND at Ogden, before recent switch to Superliner cars. Gene Hines.

graph at Shell interlocking, with power outage.
2-6 8(5) 83" at Essex MT; car 39928 had mechanical damage.
2-6 5(6) 176" between Galesburg & Burlington; HEP failure.
2-7 64(7) 87" Toronto for crew from late-arriving VIA train 636.
2-8 59(7) terminated Memphis, crankcase explosion in engine 371; bus psgrs to New Orleans with 3-4hr delay.
2-9 21(9) Leaving Chicago, 100", mechanical problems with car 31019.
2-11 355(11) 78" behind Conrail freight with broken train line bet. Dearborn & Ann Arbor; 45" Battle Creek behind disabled GTW freight.
2-11 350(11), 101" due to signal failures.
2-12 48(12) 245" leaving Chicago, electrical probs. & elec. fire in car 1612; terminated at Albany & turned to become 49(13); makeup section of 48(12) ran Albany-NY with 2 coaches & 1 cafe, then ran NY-Albany as 49(13); 143 psgrs from 49(12) put on 74(13) at Albany, with 2 cars added to it.
2-12 324(12) 117" behind GTW freight disabled on GTW crossing 2.8mis e. of Valparaiso.
2-13 3(12) 66" La Junta, failure of engine 214; ATSF 4621 subbed to Los Angeles.
2-13 94(13) 70" bet. Williamsburg & Richmond VA, switch failure; makeup section #94 (13) ran Wash-Boston with 174(13)'s equip; 94(13) from Newport News became 174/94, making both train's stops.
2-13 63(13) (engine 491 & PC694, 7 cars) left NY on time, just west of station, PC 694 went dead, returned to station; 63 & 69 were combined, left 2hrs late for 63, 80" late for 69.
2-13 7(13) 62" Minneapolis due to bad-order speed recorder on engine 375.
2-13 48(13) 149" Colinwood OH; HEP failure.

(continued on page 17)

Photo Gallery SCENES FROM THE MARCH AMTRAK "FAMILY DAYS" AT SAN DIEGO

Photos by Ed Weiss and Walt Stringer.



(Page 12, top:) General view of the San Diego display on Mar 13; left to right: SAN DIEGAN 576 just arrived, SAN DIEGAN 579 ready to depart, excursion train, display cars, Trailways bus display. Center: Riders board excursion train Mar 13. Bottom: Train 579, excursion train, display cars. (Page 13, top:) Excursion train and train 579 with 2 engines, baggage and 7 Amfleet cars (Mar 13). Above left: Excursion train leaves San Diego 3:15pm Mar 13 with engine 291, Superliner coaches 34083, 34073, 34072 & coach-baggage 31037, engine 235 on rear. (Above photos by Ed Weiss.) (Two smaller photos above right, by Walt Stringer:) Excursion train on SAN DIEGAN route; and privately-owned display car PSRMA 1509 on end of display consist. See last issue for complete report on the Mar 13-14 San Diego Family Days.

Mixed Train of Thoughts

MICHIGAN/AMTRAK/VIA attempts to set up a Chicago-Toronto service are hampered by VIA's refusla to modify the weekend schedules of the train. VIA's reluctance is surprising, given that nearly all their other corridor services are different on weekends. At issue are items such as a later departure time from Toronto on Sundays to permit Americans to have a brunch in Toronto after a late night in town on Saturday. A new New York-Toronto train this fall is "uncertain", NARP reports--VIA does not want to change the existing Niagara Falls-Toronto schedules at all.....

LAS VEGAS, NEVADA has received an FRA (DOT) $150,000 discretionary grant with which to study the feasibility of high-speed rail service between that city and Los Angeles. The grant will be matched with an equal amount of state and local money.....

PROPOSED CAPITAL BUDGET for Amtrak for fiscal year 1983 is extremely important, rail supporters, as well as Amtrak, are arguing. Amtrak wants to order 50 new economy sleepers for long-distance low-level trains, and also 20 sitdown food service cars for them. Amtrak is hampered by owning only 19 converted slumber-coaches and 4 more that can be converted; thus only 4 of 13 possible overnight trains carry the economy sleepers, altho demand for them is great. Amtrak estimates that its entire car order will return 20% on the investment, and is crucial to achieving the meeting of avoidable costs from revenues, a goal that Amtrak is trying to reach by 1985. The White House's proposed budget of $600 million for Amtrak includes no capital money for new equipment. Congressman Adam Benjamin, at a hearing of the House Appropriations Subcommittee on Mar 29, told the FRA's chief Blanchette that the continual postponing of needed Amtrak capital investments is causing Amtrak's subsidy needs to remain high. NARP is asking all rail supporters to write their Congressmen in support of the full $788 million appropriation for Amtrak in the coming fiscal year. (The Senate is recessed Apr 2-13 and the House Apr 7-19; during this time legislators could be contacted in their home territory).....

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AMTRAK FARE PROMOTION in the East--its $10 return roundtrip ticket--has been extended thru Apr 24; it had been set to expire Apr 1. Amtrak is having difficulty getting this information disseminated, however, because of its low advertising budget.....

AMTRAK RIDERSHIP FIGURES for Nov and Dec are on page 18, having arrived just in time to make it in this issue. Issue 240 carried the Oct figures, when systemwide ridership was down 11.9% from the previous year. In Nov is was down 6.5% and in Dec only 1.7%--a gradual improvement; and this in spite of a number of discontinued trains (shown as "0" ridership in the tables). Note that Dec NE Corridor patronage was up 2.7% from 1980--the first break we've seen in the slumping ridership there.....

THE SOO LINE'S mixed train service in Wisconsin has received no decision yet as we go to press. Bill Francik, who along with Ron Boardman testified at the Wisconsin Transport Commission's hearings recently (see RTN 236) has received no word yet of a decision from the Wisconsin commission. Mr. Francik reports that the Soo Line also wants to discontinue its interstate service to Gladstone MI.....

WILLIAM R. WRIGHT, an RTN reader who is a freight traffic sales rep for Family Lines and a member of the Union County NJ transportation advisory board, had a column published on the NY Times' op-ed page Mar 28, entitled "Increase Amtrak's Subsidy." Says Mr. Wright, even the requested $788 million budget should be "increased and restructured." See also Quotes of the Week, page 21.....

MASSIVE COLD STORMS hit Northern California at the end of March and into the first days of April, bringing extremely heavy snow to the Sierra and more heavy rain to lower areas. The SP line over the Sierra was blocked by an 80-yard long avalanche near Cisco, resulting in the SAN FRANCISCO ZEPHYR's being annulled between Oakland and Ogden beginning with train 6 on Mar 31 (altho #5 reached its end point that day). The ZEPHYR ran only Chicago-Ogden until Apr 7, when no. 6 resumed operation from Oakland. The first #5 to reach Oakland was due on Apr 8. Train 6 on Mar 31 actually ran as far as Roseville, where it was terminated and returned to Oakland. No alternate transportation could be offered to passengers, as Highway 80 over the Sierra was also closed by blizzards. Train 5 that left Chicago Mar 30 was terminated at Ogden and passengers likewise offered no laternate transportation. There, 16 were housed and 8 re-routed to L.A. on the DESERT WIND. Of #6 of Mar 31, 32 passengers were housed in Sacramento. At the same time this was happening, Martinez CA was flooded over the tracks and station platform. The STARLIGHT, #11 of Mar 30, was delayed over 3hrs. The SAN JOAQUIN, #708 of Mar 31, left Oakland almost 3½hrs late and ran only to Fresno, with bus to Bakersfield. Train 709 originated at Fresno. The Sierra avalanche was at milepost 180.3 and was reported at 5:15pm Pacific time. No RENO FUN TRAIN had been scheduled for the weekend of the track blockage.....

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MEXICAN RAIL OFFICIALS are planning to build a high-speed electric rail line between Mexico City and San Antonio, with service planned to start by 1986. Amtrak, state and local representatives met with Mexican officials in San Antonio on Mar 23 and told them that the U.S. would like faster service to Mexico City sooner than 1986, and upgraded equipment. Amtrak offered to lease steam-heated cars to Mexico at $1 per year each, but Mexico said it wanted electric-heated cars, which cannot be obtained. Local officials also asked for on-board customs inspections to speed up travel.....

THE ADIRONDACK RAILWAY'S 20 antique passenger cars were put up for auction on Mar 27 in Webster NY. The Adirondack Park Agency and conservation groups have asked New York State to delay one year in tearing up the railway's trackage between Utica and Lake Placid.....

THE CARDINAL PROSPERS: Amtrak's Alan Boyd told the House Appropriations Subcommittee on Mar 29 that the train is "doing better than we had projected. It's entirely possible the train will meet the criteria" (for retention in the system) by the end of this fiscal year. The train is now reaching 138 passenger miles per train mile, and was 123 PM/TM at the end of fiscal 1981. The hearings were "upbeat", NARP said, and this was the most important point to be made of them. NARP said that everyone there agreed that the Amtrak national system should continue. Regarding the BROADWAY re-routing, Boyd said that the B&O line "doesn't make sense", and it would cost $25 million to upgrade the Big Four route. Chairman of the hearings,Adam Benjamin, encouraged Boyd and FRA chief Blanchette to continue working with interested Shelbyville freight line shippers, and he pressed witnesses to find a solution to the problem of missing Fort Wayne if Conrail downgrades its line thru that city. Blanchette implied that Conrail cost estimates are much too high and suggested that Amtrak, Conrail and the FRA should reach agreement on what the costs of maintaining it would be. There is one option, NARP noted: single-track the ex-Pennsy mainline but continue the BROADWAY on the other track. Benjamin complemented Amtrak on becoming more efficient. NARP reported that Benjamin gave Boyd the opportunity to extol the virtues of Boston-New Haven electrification, but Boyd's reply was "low-key and incomplete." Benjamin emphasized that Congress last year rejected the FRA's request to cut NE Corricor Improvement funds from 2.5 to 2.19 billion dollars. Blanchette said that electrification was the major difference, and the FRA "won't do it".....

RIO GRANDE RAILWAY'S passenger services director Leonard J. Bernstein, addressed the NARP regional meeting in Denver on Mar 27.....

HOUSE SCIENCE SUBCOMMITTEE held important hearings on Apr 5, chaired by Congressman Glickman. Most of the following is from a NARP report on the hearings: Joint Economic Chairman Henry Reuss (D, Wis.) told the subcommittee that his committee has focused on three projects it views as catalysts for the re-industrialization of America: (1) semi-conductors, (2) coal, and (3) high-speed passenger rail. He said that high-speed rail travel like that found in Japan and France is not possible in the U.S. without financing and incentives to build new track systems. He said such service "can't be achieved in the present U.S. system, behind slow freight trains, on bad track and along routes that bristle with grade crossings." French National Railways U.S. representative Dagoburt Scher told the subcommittee that the TGV line was financed without "up-front government money"--one third from depreciation allowances and two thirds from guaranteed loans. A substantial amount of the $1.5 billion came from outside France. (The mayor of Las Vegas claimed that $225 million came from U.S. investors.) Scher said the TGV line is "beating forecasts", with 68% load factors, and 120,000 to 150,000 riders per week, up from the 77,000 riders the first week of operation last September. Besides Paris-Lyon, TGV's have two daily roundtrips Paris-Geneva and three to Dijon, and there are plans to add direct service to Lausanne and Grenoble in 1983. Load factors are heaviest on the longest runs, Scher said, with an 80% factor on Paris-Geneva. Scher told NARP's Ross Capon that well over half the passengers connect with local rail transit in Paris and Lyon, as parking is very limited at the main stations. He said a second dedicated TGV line is planned for the 219 miles to Brittany in the Southwest, possibly operational by 1988. It would use some public funding. In the Las Vegas NV study, that city has awarded a $300,000 contract to the Budd Company to perform a 6-month examination of the feasibility of a bullet train line to L.A. Mayor William Briare of Las Vegas said he wants a 1983 starting date on construction of the line.....

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INTERSTATE COMMERCE COMMISSION on Mar 25 approved the proposed merger of the Southern Railway and the Norfolk & Western. The new railroad system would be named the Norfolk Southern.....

A FRENCH TRAIN had one coach demolished by an explosion the night of Mar 29 while it was traveling at 100mph 15 miles north of Limoges, on the Paris-Toulouse run. A bomb, believed set by terrorists, killed five passengers and injured 14 more, half of them seriously. The train did not derail, and was brought to a halt, proceeding later to Limoges at reduced speed.....

LEGISLATIVE HEARINGS UPCOMING: On Apr 5 & 6 the House Science and Technology Subcommittee on Aviation and Materials was holding hearings on advanced rail technology and the future of American rail transportation, chaired by Congressman Dan Glickman of Kansas. The Senate Commerce Committee on Apr 13 will hold confirmation hearings for the new Amtrak board members, and will consider the Railroad Safety Program re-authorization. On Apr 21 the Senate Appropriations Subcommittee will hear FRA and Amtrak witnesses.....

THE HOUSE SUBCOMMITTEE on Transportation, Aviation and Materials on Apr 5 was told by Robert J. Casey, executive director of the Ohio Rail Transportation Authority, that America needs high-speed passenger trains for technology development, oil dependence and economic revitalization, as well as for transportation and personal mobility. Casey strongly endorsed HR 4028, a bill by Congressman Henry S. Reuss which would provide for the development of high-speed rail passenger service in America. Casey told of his state's plans to build a 547-mile network of high-speed trains connecting the state's major cities, with links to Detroit and Pittsburgh.....

MONEY MAGAZINE'S APRIL issue carries an article, "Five Top Trains", by Denise Topolnicki. The five are: COAST STARLIGHT, SUNSET LIMITED, RIO GRANDE ZEPHYR, SAN FRANCISCO ZEPHYR and CANADIAN. The article is illustrated with fine color photos.....

AMTRAK'S NEW FARE increase, due out Apr 1, turned out to be retroactive to Mar 24, for travel after Apr 30. The new rates are about 10% higher. Amtrak is trying to link up with the airlines' reservations systems by joining the Air Traffic Conference. Altho the airlines may not accept Amtrak, the rail corporation believes it can reach many new customers that way. Amtrak and the American Society of Travel Agents have formed a rail advisory committee to help improve Amtrak's sales thru travel agents. Travel agents now generate about 22% of Amtrak's business.....

MORE TIMETABLE ERRORS: on the current Amtrak system timetable, page 27, VIA train 15 is listed as arriving Montreal at 9:15pm--should be 9:15am.....

NORFOLK & WESTERN has received the go-ahead from the CAB to buy 20% of Piedmont Aviation.....

BOARD OF DIRECTORS of Amtrak met in Washington on Mar 31.....

THE CARDINAL CONTINUES its good ridership, due to a combination of causes. Group sales are very good, and the train in March stopped at Oxford OH for the benefit of college students there. A second sleeper on the train is under strong consideration for this summer.....

News in this issue is updated thru Apr 7, 1982.

THE PANIC BOX (continued from page 11)

MISCELLANEOUS UNUSUAL OCCURRENCES

2-1 2 psgrs removed from #20(31) at Gainesville GA for being drunk & disorderly; arrested.
2-2 NJ Chamber of Commerce special ran NY-Washington.
2-3 St Petersburg FL floor safe stolen from station during night.
2-4 NJ Chamber of Commerce special ran Washington-NY.
2-4 #141 had no food service Springfield-NY; two employees overslept.
2-4 Seattle commissary burglarized of $2200 of food about 3am.
2-7 Warehouse fire near tracks west of N. Philadelphia. Trains annulled Phila-Trenton, power cut off at 3:37pm; back on for tracks 3&4 9:55pm, on for track 2 at 2:10pm Feb 8; 34 trains affected Feb 7, 23 trains Feb 8. 49 buses used betw Phila-Holmes-Trenton. #41(7) detoured over Trenton Cutoff, Trenton-Roy-Park with 5'36" delay. #441 held Pittsburgh for #41 connection. #19(7) delayed 6'58".
2-9 Philadelphia Orchestra special ran Phil-NY-Phil.
2-12 #40(12)'s baggage not removed at Ft. Wayne due to baggage car door locked on station side. One psgr had insulin in baggage; Amtrak retrieved 8 pieces luggage at Lima & transfrred it to #41 and taxied her bags to her home.
2-13 Chicago radio station called by woman who said a bomb was on one of the NY trains. Departing BRAODWAY & LAKE SHORE examined before leaving, nothing found; delayed 25 & 13 minutes.

STANDEES ON AMTRAK TRAINS

DATE	TRAIN	# STANDEES	LOCATION	DATE	TRAIN	# STANDEES	LOCATION
2-1	73	15	leaving Hudson NY	2-12	69	18	leaving New York
2-2	227	5	NY-Newark	2-12	22(9)	100	leaving Springfield
2-3	322	41	leaving Chicago	2-12	168	100	leaving New York
2-4	227	3	NY-Newark	2-12	169	50	leaving New York
2-8	43(8)	105	leaving Newark	2-12	183	53	leaving New York
2-9	43(9)	197	leaving Newark	2-12	170	150	leaving Trenton
2-10	43(10)	67	Newark-Trenton	2-12	176	30	leaving Wilmington
2-11	43(11)	160	leaving Newark	2-12	186	50	leaving Wilmington
2-11	227	174	leaving Newark	2-12	175	100	leaving New Haven
2-12	173	150	leaving New Haven	2-13	50(12)	6	ar. Charlottesville
2-12	711	37	leaving Fresno	2-13	141	50	leaving New York
2-12	73	50	leaving Hudson NY				
2-12	69	18	leaving New York				

AMTRAK RIDERSHIP FIGURES

NOV & DEC 1981 FIGURES--SECOND COLUMNS ARE % INCREASE/(DECREASE) OVER 1980

METROLINERS	88,855	(32.1)	92,280	(27.6)
NORTHEAST CORRIDOR CONVENTIONAL	538,695	3.0	546,419	14.3
PHIL-NEW HAVEN-SPRINGFIELD	20,712	(12.7)	20,378	(18.1)
NEW YORK-PHILADELPHIA	170,749	.9	173,938	2.2
PHILADELPHIA-HARRISBURG	69,644	(9.1)	72,482	(8.9)
NEW YORK-HARRISBURG	26,949	(.8)	25,936	(1.4)
TOTAL NORTHEAST CORRIDOR	915,604	(3.7)	931,433	2.7
NEW YORK-NIAGARA FALLS	65,965	10.6	72,538	10.3
CHICAGO-ST.LOUIS	24,136	(4.0)	25,504	.7
CHICAGO-MILWAUKEE	12,897	(47.0)	13,231	(48.6)
CHICAGO-DETROIT/TOLEDO	34,401	(7.7)	37,265	(6.6)
CHICAGO-CARBONDALE	16,451	(2.4)	16,195	9.4
CHICAGO-QUINCY	7,480	(24.1)	6,667	(19.0)
LOS ANGELES-SAN DIEGO	90,754	.6	92,620	7.8
SEATTLE-EUGENE	9,288	(19.3)	7,848	(25.5)
VANCOUVER-SEATTLE	0	(100.0)	0	(100.0)
WASHINGTON-CINCINNATI	0	(100.0)	0	(100.0)
WASHINGTON-MARTINSBURG	18,227	(8.6)	19,209	(9.8)
OAKLAND-BAKERSFIELD	14,482	28.6	16,021	31.1
NEW YORK-MONTREAL	4,866	9.3	5,884	9.2
CHICAGO-PORT HURON	9,454	6.5	10,973	3.6
CHICAGO-DUBUQUE	0	(100.0)	0	(100.0)
CHICAGO-DULUTH	3,912	20.7	3,435	5.4
CHICAGO-VALPARAISO	17,963	13.9	19,503	8.4
CHICAGO-INDIANAPOLIS	5,463	(39.6)	7,132	(11.7)
CHICAGO-PEORIA	0	(100.0)	0	(100.0)
CHICAGO-KANSAS CITY	7,988	(2.3)	8,682	1.5
PHILADELPHIA-PITTSBURGH	8,704	47.5	9,904	48.0
PORTLAND-EUGENE	3,110	(10.7)	3,416	12.3
CHICAGO-MINNEAPOLIS	0	(100.0)	0	(100.0)
LOS ANGELES-SACRAMENTO	7,399	.0	9,050	.0
TOTAL SHORT DISTANCE	362,940	(7.2)	385,077	(4.8)
WASHINGTON-MONTREAL	8,279	(24.0)	11,781	(19.7)
NEW YORK-FLORIDA	42,410	(13.8)	55,642	(14.1)
CHICAGO-NEW YORK/WASHINGTON	16,894	(16.3)	25,139	(1.1)
CHICAGO-CINCINNATI-WASHINGTON	0	(100.0)	0	(100.0)
CHICAGO-SEATTLE	22,231	49.4	42,711	29.9
CHICAGO-SAN FRANCISCO	21,162	(13.0)	33,876	(9.1)
CHICAGO-LOS ANGELES	20,263	(2.3)	28,801	(2.8)
CHICAGO-NEW ORLEANS	14,594	(5.8)	18,597	2.2
CHICAGO-TEXAS	4,870	(47.5)	8,228	(36.4)
LOS ANGELES-NEW ORLEANS	6,057	14.4	7,869	(18.0)
LOS ANGELES-SEATTLE	31,186	(21.4)	41,668	(19.0)
CHICAGO-NEW YORK/BOSTON	22,032	(15.5)	29,546	(7.8)
BOSTON-NEWPORT NEWS	6,842	10.7	8,258	12.5
NEW YORK-SAVANNAH	10,466	(3.7)	14,496	(9.1)
SEATTLE-SALT LAKE CTY/CHI	13,620	3.2	18,808	10.7
NEW YORK-NEW ORLEANS	16,635	(10.7)	21,531	(2.4)
LOS ANGELES/OGDEN-CHI	9,272	(7.7)	11,036	(8.3)
TOTAL LONG DISTANCE	266,813	(12.8)	377,987	(9.3)
SPECIAL TRAINS	1,202	(78.7)	5,523	207.3
SYSTEM TOTAL	1,546,559	(6.5)	1,700,020	(1.7)

LIGHT RAIL (continued from page 6)

A key concern in rail planning is selecting the right route in the first place. A rail system is not as flexible as a bus route. Theoretically, buses can be shifted easily to other streets. But as a practical matter, RT is proceeding carefully in its current plans to restructure northeast area routes. People with bus lines in their neighborhoods tend to become possessive and resist route changes.

Planners believe that based on experience in other cities, development will occur along rail corridors, helping to stem urban sprawl into fringe areas which still produce farm crops and lack urban services. Being more moveable, a bus line attracts little development.

One compromise to maximize the length of the initial system is extensive use of single tracks, with only five double-track passing areas. One will be on K Street between 7th and 12th streets, wiping out the mall sculptures.

That heavy reliance on a single track raises the possibility of problems for the entire system if there is an accident or stalled car. On the other hand, each car will have its own motor; if one stalls, the rest in a train could provide the power to continue. And there probably will be "spurs" to take disabled cars off the main track, if necessary.

Planning is going ahead for eventual double-tracking, especially on the north section, when ridership may require it — after 1990.

Success of the system downtown will depend on public awareness that trains are running and that people in cars and on foot should stay out of their way. One advantage of trolleys or buses to car drivers, however, is that every rider of public transit is not in his own car competing for available street and parking space, and worsening congestion.

The plan is to use four-car trains in rush hours. They would fit between cross-streets at downtown stops. But a track obstruction could block an intersection, causing tie-ups.

The point was raised last spring by highway-oriented city and county traffic engineers when they urged elected officials to be wary of selecting light rail over highway alternatives.

The engineers correctly noted that even if rail attracts substantial numbers of people, the great bulk of commuters still will go by car.

But having heard the pro-rail votes of their superiors — the City Council and the Board of Supervisors — the engineers' opposition has been muted. Now they are working closely with Sacramento Transit Development Agency engineers to minimize possible traffic problems. Their discussions turn on such details as locations of crossing gates and signals, left turn lanes to get into park-and-ride lots, access to driveways and alleys and general fine-tuning of the system.

Financing is expected to be a multi-jurisdictional proposition — federal, 80 percent; state, 15 percent; and local, 5 percent.

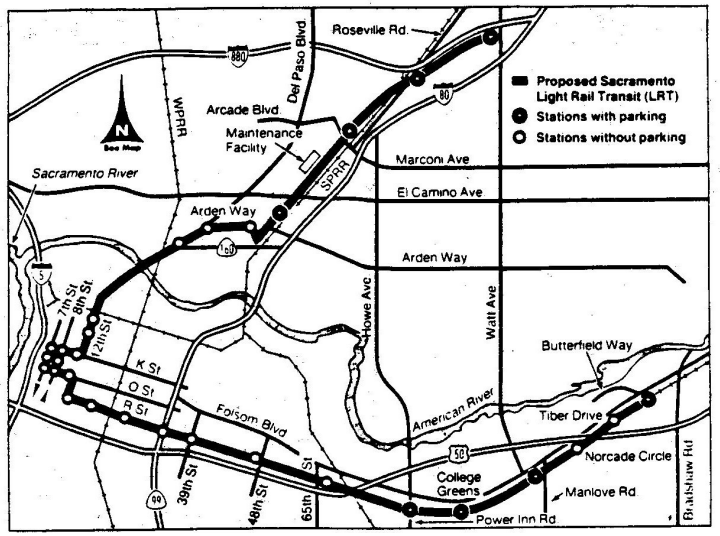
The critical point will occur about the end of this year when the Reagan administration, which has blown hot and cold on rail, will decide on federal funding.

Sacramento planners believe they have a good chance because the main funding source for light-rail construction is money that would have been used for the canceled I-80 bypass.

Such money has already been set aside and is unaffected by the federal cuts proposed in President Reagan's 1983 budget, according to transit officials. Reagan's New Federalism could well affect future funds for operation and expansion, they added, but it will be some time before the effect can be determined.

At one point, the proposed federal contribution for construction reached $98 million, but it is pegged to a highway cost index which recently declined with the recession. So Schumann acknowledges that it's possible the 15 percent expected from several state sources may have to be increased.

But he also believes inflation will not be a big problem since the principal costs will be set only a year from now, during bidding.



The two-legged light-rail system would initially stretch near Interstate 80 and U.S Highway 50.

Although they are facing severe financial problems, city and county officials claim they won't let the big federal and state bucks slip away for want of a $6.2 million (their 5 percent), of which RT has already set aside $2.1 million.

Several sources of revenue have been identified, such as the value of street rights-of-way (city-owned property used for tracks). Then there is money from the sewer fund to move utilities in the path of the tracks. Such sources are not necessarily in the form of cash, but their value is subtracted from the $6.2 million local obligation.

A potentially large fund source is the tax gain that occurs as property along the rail lines is converted to more intensive use or sold. Additional taxes could be reserved to help pay for the initial rail line or extensions. Similar "tax increment financing" has been used for years to finance local redevelopment.

These funds might also be used later for operating costs. When light rail is completed, it will be owned and operated by RT.

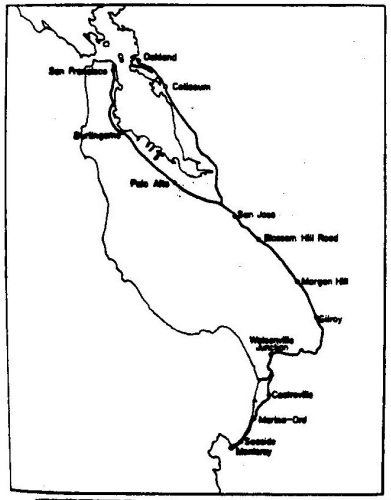
Last year, about 26 percent of RT operating costs were paid by fares. The figure is expected to rise to 40 percent over the next few years through a series of fare increases which were planned whether or not rail is built. The fare boosts and various cost-cutting are expected to make up for the decline of federal operating subsidies.

Train riders are expected to pay on the honor system. Tickets will be sold in expensive vending machines, but nobody on the train will systematically see if a rider has one. Hiring on- board conductors would undercut a major pro-rail argument — that each train, by having only one driver but up to 10 times the passenger capacity of a bus — will save substantial labor costs. Instead, roving inspectors are expected to enforce payment.

If the federal government approves construction funds about a year from now, rail cars would be ordered shortly after, with delivery timed for late 1984. Roadbed construction would begin in late 1983. Startup is scheduled for 1985, at which time RT would take over the system and run it in conjunction with a revised bus network.

The above article was reprinted with permission from the Sacramento Bee (Feb 16).

REVIVING THE DEL MONTE: Caltrans recently completed a study of the feasibility of restoring rail passenger service between San Francisco and Monterey, directed to do so by an item in last fiscal year's budget. The study concluded that at least one daily roundtrip could be sustained. The most economical of five alternatives for routing studied was that of running the train to Market Street in S.F.--which would cover 47% of costs. The train would be under the jurisdiction of Caltrans and would be integrated with the existing San Francisco Peninsula commute service, as SP did in the latter days of the DEL MONTE. The adjoining map shows the station stops suggested, including an alternate routing running out of Oakland (which resulted in an estimated 36% cost coverage). The question of equipment was left up in the air, but one suggestion was new bi-level commute cars modified for longer distance travel. Capital costs for stations, land acquisition and track upgrading for the preferred routing were set at $5.6 million.....



CARS & CONSISTS

OLD MAP KIT
Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. Stamp for catalog.
The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

*CARDINAL, train 51, Washington Mar 20: engine 385; cars 1158, Amcoach 21227, Heritage cars 4702, 4601, 3103, 4739, 4609, 4736, 2924 "Pacific Patrol", Amcoach 21018 deadhead to Charlottesville VA.

*SILVER STAR, train 81, Sanford FL Mar 11: engines 389, 388; Heritage cars 1166, 1627, 2996 "Pine Hill", 2894, Amfleet II coaches 25002, 25029, 25010, Heritage cars 8518 diner, 3129 lounge, Amfleet II coaches 25030, 25031, 25020, Heritage slpr 2920 "Pacific Mist." (First run of final HEP consist replacing last steam-heated cars on SILVER STAR; first appearance of Amfleet II cars 25020, 29, 30, 31 in Florida.)

*CRESCENT train 20, Meridian MS Feb 28: engines 326, 272; cars 1251, 1622, 4635, 4640, 4713, 4611, 4624, 3125, 8512, 2452 "Orange Grove", 2889. (Delayed 20mins at Meridian by SR freight #114 running out of fuel--an unusual error for SR.)

*CITY OF NEW ORLEANS, train 59, Feb 19: engines 326, 214, 258; cars 1217, 1161, 2890, 2432, 8304, 4714, 4728, 21879, 21201, 20050, 21021, 21157, 21241, 20143, 21156, 21219.

QUOTES OF THE WEEK***

"Before 1920, the moving of people by streetcar and train was the fifth-largest American industry. Current population and travel patterns show that a return of travel to the rails would generate hundreds of thousands of jobs. Passenger trains appeared on the scene 152 years ago. Nothing since then has surpassed the simple perfection of steel wheels on steel rails to move people efficiently. Our future mobility needs Amtrak. We must increase its funding now."

--William R. Wright in New York Times, Mar 28.

RAIL FANTRIPS

May 14-17: Knoxville World's Fair, Chattanooga, & Southern Steam excursion. Jet to Nashville, SR excursion with loco 2716, World's Fair in Knoxville etc. from St. Louis; $438 up. Amer Ass'n Railroaders, 3422 Osage, St Louis 63118.

Jun 12: "Mark Twain Zephyr" excursion St Louis-Hannibal MO, Amfleet equipment. Route of MARK TWAIN ZEPHYR, visit Mark Twain's hometown. $38, kids $34, dinner $4. Amer Ass'n Railroaders, 3422 Osage, St Louis MO 63118. 752-3148.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

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DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

MAY 15: Coachella Valley Daylight; L.A.-Pomona-Yuma RT, lv 8:10am, back 7:45pm. Superliners with P-30 locos. San Timeoteo Canyon, Salton Sea, etc. $75.00 chair car, parlor rooms available. Pacific Railroad Society, P O Box 2768, Riverside CA 92516-2768. (714) 684-7458 afternoons.

Did you know about the Port Jeffersonian? This chartered train operates on Saturday, April 24th, and is sponsored by The Railroad Enthusiasts - New York Division. For information on this, and many other trips in the metropolitan New York area, send your name and address, with SASE, to RRE, Box A-1353, G.C. Sta., New York, NY 10017. Isn't it time YOU had some fun, too?

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ON THE WELSH NARROW GAUGE - new pictorial volume from Britain's D. Bradford Barton. 124 illus, 96 pp, 8½ x 8¼, hardcover. $15.95 + $1.00 shipping. Free catalog. Inland Empire Books, P.O. Box 9523 N, Minneapolis MN 55440.

MAY 15: Deschutes River Rail Excursion, Portland OR-The Dalles-Madras RT using Superliners. $59 adult, $49 kids ($7 less from The Dalles), meals included. Leave Portland 7:30am, ar Madras 2pm; lv Madras 3pm, arrive Portland 9:30pm. NRHS Pacific NW Chapter, Room 1, Union Station, Portland OR 97209.

RAILROADIANA SALE - Timetables, USRA/Conrail items, annual reports, Amtrak, misc. Send long SSAE to W. Stringer, 3950 Leland #A-19, San Diego CA 92106.

GOING TO EUROPE? Be sure to take the new, practical TRAIN GUIDE EUROPE. T.G.E. shows the way to what you need in 57 stations, makes travel simple on 15 national railways. Full details about trains, classes, tickets, stopovers, discounts, reservations, baggage, buses & ferries. Travel vocabularies in 11 languages. U.S. $7.90, Canada $8.90, postage incl. Order from INTERTRAIN, 72 MacDonald Street, Ottawa, Canada K2P 1H6.

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